

The China Mail.

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HONGKONG, THURSDAY, FEBRUARY 7, 1884.

日一十月正年申甲

Price, \$24 per Annum.

AGENTS FOR THE CHINA MAIL.

LONDON: F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. O. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTT, Ludgate Circus, E. O. BATES HENDY & Co., 37, Wallbrook, E. O. SAMUEL DRAKON & Co., 130 & 154, Leadenhall Street.
PARIS AND EUROPE: GALLIES & PRINCE, 36, Rue Lafayette, Paris.
NEW YORK: ANDREW WISE, 21, Park Row.
AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GOTT, Melbourne and Sydney.
SAN FRANCISCO AND AMERICAN PORTS: GORDON & GOTT, 21, Market Street.
SINGAPORE, STRAITS, &c.: SAYLE & Co., Square, Singapore. C. HEINZEN & Co., Malacca.
CHINA: Messrs. A. A. DE MELO & Co., Canton, Shanghai, &c. Amoy, WILSON, NICHOLS & Co., Foochow, HONG & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000.
INSTALLED received on New Shares, 926,765.62
\$5,926,765.62
RESERVE FUND, \$2,500,000.
INSTALLED of PREMIUM received on New Shares, 698,336.43
\$3,198,336.43

COURT OF DIRECTORS.
Chairman—W. J. KENNEDY, Esq.
Deputy Chairman—W. S. YOUNG, Esq.
H. L. DAVENPORT, Esq.
A. McIVER, Esq.
W. H. FORBES, Esq.
A. GILFILLAN, Esq.
Hon. F. B. JOHNSON.
CHIEF MANAGER.
HONGKONG: THOMAS JACKSON, Esq.
SHANGHAI: EYEN CAMERON, Esq.
LONDON BANKERS: LONDON AND COUNTY BANK.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.
LOCAL DISCOUNTS.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 26, 1883. 48

Notices of Firms.

NOTICE.
WE HAVE This Day ESTABLISHED a BRANCH of our Firm in Tientsin, Formosa. Mr. WILFRED CHRISTY is authorised to Sign on our behalf for Procurement.
DOUGLAS LAPRAIK & Co.
Hongkong, January 1, 1884. 8

Intimations.

NOTICE.
H. CAMPBELL, late of Poonchoo, has the honour to inform the Gentry and Public of Hongkong that he has OPENED A FIRST-CLASS HAIRDRESSING SALOON at BANK BUILDINGS, opposite the Hongkong Hotel. Mr. CAMPBELL's Assistants, Messrs. DUTTON and ORRO, are thoroughly experienced in their Business, the former being from one of the leading San Francisco Establishments, while the latter was for many years connected with Mr. W. P. MOORE'S Establishment in Hongkong. Mr. CAMPBELL hopes, by strict attention to the wants of the Public, to merit a share of their Patronage.
Hongkong, January 24, 1884. 147

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYORSHIP AT HONGKONG.

THE Committee of Lloyd's Register of British and Foreign Shipping being desirous to appoint a Surveyor at the port of Hongkong, for the purpose of holding Surveys on the Engines and Boilers of STEAM VESSELS.
Notice is hereby given, that applications from persons wishing to become candidates, accompanied by testimonials as to the applicants' personal character and professional fitness for the office, will be considered, if forwarded to E. BURNES, Esq., Surveyor to Lloyd's Register, Hongkong, in time for transmission to the Secretary on or before the 15th March, 1884.
It is necessary that every candidate should make his application in his own handwriting, and also that he should state his age, and describe the experience he has had and the occupations in which he is at present engaged. Applicants should also set forth whether they have any experience in respect to the surveying of Wood and Iron Ships, and, if so, to what extent.
The Surveyor will not be required to be exclusively the servant of the Society, and his remuneration will depend upon the fees he receives for surveys.
Further Particulars as to Remuneration, &c., may be obtained on enquiry at the Office of E. BURNES, Esq., as above.
By Order of the Committee,
B. WATMOUTH, Secretary.
2, White Lion Court, Cornhill, E.C. 215

Intimations.

HONGKONG FLOWER SHOW.

THE TWELFTH ANNUAL EXHIBITION will be held in the Botanic Gardens on THURSDAY and FRIDAY, the 14th and 15th February, 1884.
All Exhibits must be entered not later than the 13th Instant; and PLANTS in Pots should be sent early on the 13th Instant.
Admission—First Day, 81; Second Day, 20 Cents.
Tickets for the First Day may be obtained from Messrs. LANE, CRAWFORD & Co., n. Schedules of Prices can be obtained from CHARLES FORD, Hon. Secretary.
Hongkong, February 1, 1884. 135

HONGKONG AND CHINA BAKERY COMPANY, LIMITED.

AN Ordinary General MEETING of the above Company will be held at the Office of the General Managers, on TUESDAY, the 19th Instant, at 4.30 p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 31st December, 1883, and for the election of a Consulting Committee and Auditor.
LANE, CRAWFORD & Co., General Managers.
Hongkong, February 1, 1884. 202

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fifteenth Ordinary MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 46, Queen's Road, Victoria, at THREE o'clock in the Afternoon of TUESDAY, the 20th February instant, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year ending 31st December, 1883.
The Transfer BOOKS of the Company will be CLOSED from the 13th to the 20th Instant, both days inclusive.
By Order,
JAS. B. COUGHTRIE, Secretary.
Hongkong, February 4, 1884. 219

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Yearly MEETING of SHAREHOLDERS will be held in the Office of the Company, No. 14, Praya Central, on TUESDAY, the 26th Instant, at 3.30 p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 31st December, 1883.
The Transfer BOOKS of the Company will be CLOSED from TUESDAY, the 12th, to TUESDAY, the 26th Instant, both days inclusive.
By Order of the Board of Directors,
D. GILLIES, Secretary.
Hongkong, February 4, 1884. 214

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fifteenth Ordinary Annual MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, No. 7, Queen's Road, at 12 o'clock, Noon, of THURSDAY, the 28th February instant, to receive a Statement of Accounts to the 31st December, 1883, the Report of the General Managers, and to elect a Consulting Committee and Auditors.
JARDINE, MATHESON & Co., General Managers.
Hongkong Fire Insurance Co., Ltd.
Hongkong, February 4, 1884. 220

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 15th to the 28th day of February instant, both days inclusive.
JARDINE, MATHESON & Co., General Managers.
Hongkong Fire Insurance Co., Ltd.
Hongkong, February 4, 1884. 221

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on THURSDAY, the 28th day of February instant, at THREE o'clock p.m., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 31st December, 1883.
By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, February 5, 1884. 230

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTER of SHARES of the CORPORATION will be CLOSED from the 14th to the 28th February current (both days inclusive) during which period no Transfer of Shares can be registered.
By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, February 5, 1884. 231

DOBT. SIM & Co.'s PATENT ANTI-FOULING COMPOSITION.

as supplied to Her Majesty's Ships; The P. & O. S. N. Co.; The Douglas Steamship Company; The Japanese Government.
Sole Agent, China, Japan, and Manila, EDWARD GEORGE.
Hongkong, January 31, 1884. 189

For Sale.

THE PATENT.

"FILTRE RAPIDE"

REMOVES ALL ORGANIC AND INORGANIC IMPURITIES, LEAD, COPPER, and POISONOUS GASES.

It ERATES THE WATER.

IT HAS BEEN AWARDED

Special Medal of Merit by the Sanitary Institute of Great Britain; Silver Medal National Water Supply Exhibition, London; Two Silver Medals International Food Exhibition, London; Two Certificates of Merit by Sanitary Institute, Exeter; Certificate of Merit International Medical and Sanitary Exhibition, Kensington; Silver Medal Health Congress and Scientific Exhibition, Brighton.

LANE, CRAWFORD & Co. 183

SAYLE & Co.'s GREAT CLEARANCE SALE.

CARPETS! CARPETS! CARPETS!

GENERAL FURNISHING GOODS.

DRESSES. MILINERY. JACKETS.
HOSIERY. RIBBONS. LACES.
CALICOES. FLANNELS. SHOES.
REMNANTS. REMNANTS. REMNANTS.

COMMENCING ON

MONDAY NEXT, the 4th February, and following days.

VICTORIA EXCHANGE, Hongkong, February 1, 1884. 192

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 6% or \$4.50 per SHARE, declared at the Ordinary Half-Yearly Meeting of Shareholders held This Day, will be Payable at the HONGKONG & SHANGHAI BANKING CORPORATION on and after TO-MORROW (WEDNESDAY), the 30th Instant.
SHAREHOLDERS are requested to apply at the Office of the Company for WARRANTS.
By Order of the Board of Directors,
P. A. DA COSTA, Secretary.
Hongkong, January 29, 1884. 176

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

QUARANTINE IN EUROPE.

PASSENGERS and SHIPPERS by the above Company's Steamers are informed that QUARANTINE EXAMINATIONS have been reduced to 24 hours (performed on board the Steamer), and at VENICE to 3 days.
QUARANTINE will probably be removed from all ports by the time Steamers now leaving CHINA will arrive in the MEDITERRANEAN.
PASSENGERS by the Company's Steamers have always the option of continuing the journey on to LONDON, on payment of the difference of fare.
A. McIVER, Superintendent.
Hongkong, January 29, 1884. 109

HOP SHING & Co., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, &c., WEST POINT IRON WORKS.

HAVING This Day commenced BUSINESS, are ready to undertake Work of the above Descriptions under the Supervision of an Experienced EUROPEAN. Orders executed with the utmost despatch at moderate terms.
24th September, 1883. 611

HONGKONG & SHANGHAI BANKING CORPORATION.

THE FOURTH and FINAL CALL of £10 Sterling per SHARE on the 20,000 SHARES, NEW ISSUE of this Corporation, will fall due on the 31st December CURRENT, in London, Calcutta, Bombay, Shanghai and Hongkong.
REGISTERED SHAREHOLDERS entitled to NEW SHARES, are requested to Pay, at the respective OFFICES, the above Call or its equivalent in the Currency of the above-mentioned places.
PROVISIONAL CERTIFICATES are being issued in Exchange for the First Call Receipts, which are to be surrendered to the Bank.
HOLDERS of PROVISIONAL CERTIFICATES, when paying this Call, will please send same to this Office to be endorsed.
The Rate of Exchange for Hongkong is fixed at 3/ 84d. or \$63.93 per Share.
INTEREST at the Rate of 7% per Annum will be Charged on Calls unpaid on the 31st December.
By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, December 13, 1883. 1121

Intimations.

JURY LIST-1884.

NOTICE is hereby given that pursuant to the provisions of Section 4 of Ordinance No. 24 of 1882, I have this day caused to be posted in the Court House, a List of all men nominated by me to be liable to serve as JURORS.
The said List will remain so posted for the term of one fortnight, in order that any person, may, as the case shall be, apply by notice in writing to me requiring that his name or the names of some other persons may be respectively either added to, or struck off the said List, upon cause duly assigned in such notice.
EDW. J. ACKROYD, Registrar.
Registry, Supreme Court, Hongkong, February 1, 1884. 223

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, COCK JACKETS, &c., &c., &c.
Hongkong, May 1, 1882. 256

THE SINGAPORE TRAMWAY COMPANY, LIMITED.

CAPITAL, £500,000, IN SHARES OF \$10 EACH; \$5 PAYABLE ON APPLICATION; \$20 ON ALLOTMENT; THE REMAINDER AS MAY BE REQUIRED.

HON. JAMES JAHAM, M.L.C., (Messrs. STONE & Co.)

HON. W. G. GULLAND, M.L.C., (Messrs. PATTERSON, SIMON & Co.)

HON. ANDREW CURRIE, M.L.C., (Messrs. THE BORNIE COMPANY, LIMITED)

JOHN R. CUTHBERTSON, Esq., (Messrs. BOUTFIELD & Co.)

T. H. SOHST, Esq., (Messrs. PUTTARCKEN, REISNER & Co.)

JOHN BLAIR, Esq., Manager, (LANJING PAOAR DOCK COMPANY, LIMITED)

ONG KEU HO, Esq., (Messrs. ONG-KU HO & Co.)

JOHN STRAIN, Esq., C.E., Glasgow.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Office, 14, COLLYER QUAY, SINGAPORE; SYME & Co., General Agents.

To construct and work Tramways, for the carriage of passengers and goods, in the important, populous and rapidly increasing town of Singapore, under authority given by Ordinances of the Legislative Council of the Straits Settlements.
Applications for SHARES may be sent in to any of the Agencies and Branches of the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, from whom Copies of the Prospectus can be obtained.
Applications from China will be received up to the 20th of February, 1884.
Singapore, 8th December, 1883. 133

For Sale.

FOR SALE CHEAP.

FIVE Hundred to Six Hundred Tons COKE and COAL TAR, in lots to suit, from one ton upwards.
CHOY CHEW, 230, Praya West.
Hongkong, June 18, 1883. 1270

NOW ON SALE.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, BY DR. E. J. EITEL.

CHOW OCTAVO, 11. 1018.

HONGKONG, 1877-1883.

Part I. A-K, \$2.50
Part II. K-M, \$2.50
Part III. M-T, \$3.00
Part IV. T-Y, \$3.00

A Reduction of 10 per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the dialect of Canton, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.
A Supplement, arranged for being bound and used by itself, and containing a List of the Radical and Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co. 115

PUBLICATIONS BY J. DYER BALL.

"CANTONESE MADE EASY"—A Book of SIMPLE SENTENCES in the CANTONESE COLLOQUIAL with Free and Literal Translations; and Directions for Rendering English Grammatical Forms into Chinese and vice versa.—Price, \$2. Interleaved Copies, \$2.50.
"We most cordially recommend it."—China Review. "Will be found to supply a want long felt by students of Cantonese."—Daily Press. "Mr. BALL'S Notes on Cantonese and Grammar will be found very valuable."—China Mail.

"EASY SENTENCES IN THE HAKKA DIALECT WITH A VOCABULARY"—Price, \$1.
"The Sentences given appear to be well arranged."—China Mail. "Contains a wide range of subjects."—Chinese Recorder. "An extensive Vocabulary."—Daily Press.

FOR SALE at Messrs. KELLY & WALSH'S, W. BURNES, and LANE, CRAWFORD & Co.'s, Hongkong; and at Messrs. TATLER & Co.'s, London.
Hongkong, January 23, 1884. 143

WASHING BOOKS.

WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each. CHINA MAIL OFFICE.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, Quarts, \$20 per 1 doz. Case. Pints, \$21 per 2 doz. GIBB, LIVINGSTON & Co.
Hongkong, December 20, 1883. 1177

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong; at LANE, CRAWFORD & Co., Hongkong; and at the China Mail Office.

To Let.

TO LET, FURNISHED, No. 10, SEYMOUR TERRACE.
Apply to MANAGER, China Mail Office.
Hongkong, February 6, 1884. 237

TO LET.

AGODOWN, in BLUE BUILDINGS.
Apply to C. P. CHATER.
Hongkong, January 6, 1884. 41

TO LET.

No. 25, PRAYA CENTRAL, No. 8, SEYMOUR TERRACE.
Apply to DAVID SASSOUN, Sons & Co.
Hongkong, January 26, 1884. 163

TO LET.

PRAYA EAST AND WANOUAI ROAD.
For Particulars, apply to SIMMSSEN & Co.
Hongkong, April 25, 1882. 767

TO LET.

THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL.
For further Particulars apply to Messrs. RUSSELL & Co.
GEO. R. STEVENS & Co.
Hongkong, August 1, 1883. 223

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW. The Co.'s Steamship "Keangtung," Captain YOUNG, will be despatched for the above Ports on FRIDAY, the 8th Instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, February 5, 1884. 224

FOR HOIHOW AND PAKHOI.

The Steamship "Peng-on," Capt. McCASLAN, will be despatched for the above Ports on FRIDAY, the 8th Instant, at Daylight.
For Freight or Passage, apply to RUSSELL & Co.
Hongkong, February 6, 1884. 239

THE AUSTRALASIA, CHINA, JAPAN AND STRAITS STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)
The Steamship "Euclid," Captain PERKES, will be despatched as above on FRIDAY, the 8th February, at 4 p.m.
For Freight or Passage, apply to RUSSELL & Co., General Managers.
Hongkong, January 17, 1884. 117

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamship "Bangalore," will leave for the above places on SATURDAY, 9th February, at 2 p.m.
A. McIVER, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, February 1, 1884. 150

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI.)
The Eastern and Australian Steamship Co.'s Steamship "Annapolis," Captain S. G. GAREN, will be despatched as above on or about TUESDAY, the 12th February.
Parcels (all of which must be sent to our Office) will be received up to 4 p.m. on the 11th February.
Contents and value of the Packages must be declared.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, January 10, 1884. 75

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship "Hector," Capt. BULLOCK, will be despatched on or about the 13th February.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, January 20, 1884. 174

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, TIEN-SHIN, NEW CHIWANG, HANKOW and Tientsin on the YANGTZE.)
The Steamship "Glenlyon," Capt. MACINTYRE, will be despatched as above on or about the 13th Instant.
For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, February 5, 1884. 226

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.)
The Steamship "Wanganui," Capt. HAYES, will be despatched as above on THURSDAY, the 14th February, at 4 p.m.
This Vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, January 15, 1884. 99

FOR ILOILO, SANDAKAN & KUDAT.

The Co.'s Steamship "Amalita," Captain HANNA, will be despatched for the above Ports on FRIDAY, 16th Inst., at 5 p.m.
No Cargo will be received later than 1 p.m.
For Freight or Passage, apply to RUSSELL & Co., General Managers.
Hongkong, February 5, 1884. 227

Shipping.

Steamers.

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL. The Steamship "Sclombria," Captain FOWLER, will be despatched for the above Port on or about FRIDAY, the 16th February.
For Freight or Passage, apply to RUSSELL & Co.
Hongkong, January 20, 1884. 168

FOR LONDON VIA SUEZ CANAL.

The Steamship "Cleary," Captain GRAKE, will be despatched as above on or about the 13th Instant.
For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, February 4, 1884. 209

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Audrey," Commandant TILLIER, will be despatched for SHANGHAI shortly after her arrival from Europe.
I. MARTIN, Acting Agent.
Hongkong, February 4, 1884. 216

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Volga," Commandant du TEMPLE, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.
I. MARTIN, Acting Agent.
Hongkong, February 4, 1884. 217

Sailing Vessels.

FOR SAN FRANCISCO.

The S.S. L.I. American Ship "Lorito Fish," HYLER, Master, shortly due, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, January 26, 1884. 165

H. M. S. *Flying Fish* is to proceed to Swatow on Saturday next, but previous to leaving she will be inspected by Admiral Wiles.

By kind permission of Admiral G. O. Wiles, the Band of H.M.S. *Audacious* will play a selection of Music on the Cricket Ground to-morrow (Friday), commencing at 4 p.m.

We hear that the hull of the German barque *Betty Wendt* was fully insured and also the cargo. A large black dog, which was in the vessel, swam ashore and added one more to the number saved.

It is notified in our advertising columns this evening that the Military Authorities are about to lay a mine field on the Hong-kong side of the Ly-o-mun Pass for the purpose of making experiments. We would refer shipmasters to the advertisement for instructions regarding the navigation of the Pass during the operations.

A CHINESEMAN named Ah Ping, has been fined £10 by the Comanable (N. S. Wales) bench for barbarous cruelty to his child, whom he suspended by his thumbs from the verandah. The defendant swore it was a case of punishment which prevailed in China.

The extravagance of the rich in this country has subjected them to a good deal of reproach—often deserved. But the ecstasies of Republican simplicity, who seem to fancy that extravagance is the special vice of nations possessing a king or queen, will, it may be hoped, read, mark, learn, and inwardly digest the account of the ball given by Mr. Vanderbilt the other day in New York. As everybody is aware, Mr. Vanderbilt is an American millionaire. He may have made his money honestly, but, having made it, he spends it lavishly on himself. At the ball in question, which Mr. Vanderbilt elegantly said would be "a snorter," and the reporters ever surpassed anything ever done in that line "by the Queen of England or the Prince of Wales, whether in Buckingham Palace or at Marlborough House," Mrs. W. H. Vanderbilt wore a worth costume valued at 2,000 dollars. The house was turned into a veritable rose garden. All the florists brought and forced roses for the occasion. It is estimated that the floral decoration cost 20,000 dollars. The best of the city waited for two hours to see the lady of the supper. Upwards of two hundred waiters served. The roast was served as freely as water. Each napkin cost five dollars. The cost of the supper is said to have been 50,000 dollars. We will not say, was not this money given to the poor? But we can say that the entertainments are, happily, impossible in England. Peers may be very wicked persons, but they do not descend to the intolerable ostentation and exuberant vulgar snobbery of plutocrats.—*Figure*.

A CORRESPONDENT, in writing of a cremation witnessed at Getha, Italy, by means of the Siemens apparatus, thus describes it, and says this is the regular form through which all bodies pass from the flesh to the dust or ashes from whence they came. He says: "The body is borne into the chapel and placed in a catafalque which stands in the front of the altar. The section of the chapel floor upon which the body rests constitutes the floor of a lift, or elevator. As the funeral service proceeds the elevator invariably and noiselessly descends, bearing the body to the basement directly in front of the incinerator, which, by means of superheated air, has been raised to a temperature of about one thousand five hundred degrees Fahrenheit. As the door of the incinerator is opened to receive the body the intense heat and cold air cool it to a delicate rose tint, and the body, resting on a metallic bed, covered with a cloth of asbestos, passes over rollers into this bath of dry light. Immediately it becomes incandescent, in which condition it remains until incineration is complete. This requires an hour or more, depending on the original weight. There remain only a few handfuls of pure earthy ashes, equivalent to about four per cent. of the original. These are dropped by means of a lever into the ash chamber below, cotta, marble, slate, or other suitable material, and are returned by means of the elevator to the catafalque. The service or ceremony being now over, the friends of the deceased find the ashes just where they had last seen the body of the departed, and may bear them thence as they may choose. No fuel or flame of any substance comes in contact with the body. The process is accompanied with no perceptible sound or smell or smoke—absolutely nothing that can offend the sensibilities of the most fastidious. All the smoke and volatile products of combustion are passed through a regenerative furnace before being turned loose into the air, and are absolutely purified. The process is, indeed, in every way so decorous and so beautiful as compared with other methods of disposing of the dead, that it is described by those who have witnessed it as 'fascinating,' and scarcely an instance is known of any one having witnessed the process and not being converted to cremation, whatever may have been his pre-existing prejudice.—*Figure*.

NOTES BY THE WAY.

The new way of making quotation marks is, I see, catching rapidly, and I intend to adopt it myself. Instead of using two marks thus "you use only one" but when you get a quotation within a quotation you use two. This is the exact reverse of the old system. The new way is at least the more logical, since a single quotation is shown by one mark, while a double quotation is denoted by two marks.

Two Frenchmen were charged before the Police Magistrate at Liverpool with having been about to commit a breach of the peace by fighting a duel. One of them, who gave the name of Martin, had in his possession, when apprehended, a knuckleduster and two fencing foils, the latter having their buttons taken off and their points sharpened.

The knuckleduster, we are further told, contained a knife which was ingeniously fixed in the centre of the weapon and was opened by means of a spring. Martin said this weapon was handy when he was travelling through China and other countries. Quite so, but we have not heard anything of Mr. Martin as a traveller through China, and if he is coming out to this inoffensive part of the world, it is as well it should be known he is in possession of such an excellent protector.

One or two complaints have been made about the wholesale street gambling that has been going on during the Chinese New Year festivities in one or two of the quieter streets not a mile from your office. All the numerous gambling *matieres*, such as dominoes, dice, *et hoc genus omnia*, have been spread out in open day without let or hindrance. Where are the police? Does the Chinese *lucky* entertain the universal feeling amongst the Chinese that gambling at New Year's time is the proper thing and complacently 'look on'?

How amusing the airs that some of these native 'green coats' take on themselves! They strut about as if they were the only lords of creation in existence, and the vulgar herd were immeasurably beneath their exalted position.

They are often a law unto themselves, and carry out the provisions of some ordinance enacted in their own brains on the spur of the moment to meet the exigencies of some particular case.

A little crowd of boys and lads having a quiet gambol on the *Praya*, will be 'spotted' by one of these minions of the law, pounced down upon, and to save himself the trouble of hauling such small fry before the Magistrate, the constable, self-constituted law-maker, and self-appointed judge, all in one, proceeds to confiscate the few cash, lying on the ground as stakes, by scattering them with a majestic sweep of his arm into the harbour.

What a lot of firing the advent of the two foreign men-of-war—one Russian and the other French—produced the other day—there were no fewer than twenty distinct salutes, what with these to the port, English and French admirals, &c., &c., and the return salutes. I noticed quite a crowd of Chinese standing on one of the wharves evidently wondering what it was all about. The Chinese, I think, are far more sensible in the way of salutes amongst themselves than we are—three guns, I believe, form the utmost limit for anyone.

The harbour looks quite warlike with such an array of men-of-war as we have now of all shapes and sizes, from the small gunboat, that reminds me of a little 'midship-mite', sharp, active and brisk, up to the ponderous hulk of an obsolescent type, which makes me think of some old admiral retired from active service, a relic of a former generation; and not a few different flags float on the breeze with the Union Jack, the tricolour, the Russian St. Andrew's cross, the German ensign and Italian national colours, besides occasionally a Hongkong 'blackadder' flying the dragon flag from her peak. And there are still more men-of-war coming to keep the peace and protect foreign citizens and their interests while the French and Chinese are fighting it out.

The Times has a short paragraph containing some interesting particulars about the Chinese Imperial Maritime Customs. What a little regiment Sir Robert Hart has under his command!—687 European, and still more Chinese employes, including of course out-door and in-door staff and light-house departments, &c. All the principal European nations are represented in this picked body of men—all under the rule of the I. G.

Speaking of flags naturally leads one to coats of arms, and from coats of arms it is an easy transition to this new idea of the Royal Arms being too sacred to be put to common and vulgar use without due authority given and obtained. Imagine the Times without the lion and the unicorn fighting for the crown, and the rose, thistle and shamrock, brought into impossible conjunction with these two beasts as depicted on its first page; but hints are thrown out that such insignia of royalty are, as at present advised, as the lawyers put it, out of keeping with such a common thing as a newspaper!

Well! times change and the 'Times' must change with them, and if the change takes place it is not the first time that the Times has changed. Surely though, with the royal arms expunged, there is no knowing to what extreme lengths of rabid radicalism the English 'leader of opinion' may go, such a safeguard to conservatism being gone.

Seriously though, it appears that the new law concerning patents is likely, unless some remedial measures are taken, to prove of great hardship to certain hardware manufacturers, such as lock manufacturers and others, who have accumulated large stocks of goods marked 'patent' or 'registered', or bearing the royal arms, although the goods have not been patented. To use these marks without authority will be an offence. And not only are such manufacturers concerned but the days as to not using the royal arms will give rise to some curious questions, as it will apply to all trades, businesses, callings or professions, and it may be to existing newspapers.

Under such regulations the royal arms will soon become nearly as sacred as the imperial yellow of the 'Son of Heaven.' Just fancy what a want there will be in decorations or illuminations on the arrival of a prince, without the 'guises, three lions passant guardant in pale' and all the rest of it, emblazoned over every shop door and front. It will be a sad thing if it turns out that Her Majesty's most loyal subjects are acting in contravention of the laws in thus showing their loyalty.

I am glad to see that the interest in boating is being kept up this year. It is a pity that one of the most healthful and exhilarating exercises should be allowed to fall into abeyance between regattas.

The race on Saturday last, as you say, had some rather amusing features in it, due in some cases to ill-directed zeal, and in some evidently to ill-directed anger, which were not coming up when they were not wanted, and equally eager to escape when any work was to be got out of them, leaving, it is almost needless to say, the blades of the cars in a blisful state of uncertainty as to whether air or water was the element they were to be pulled through.

To say the least of it, this state of things must have been rather tantalizing to the rowers. However, all things considered, the boats looked as if they were getting through the water at a pretty good rate.

Some of the raw material, raw probably in more senses than one; with practice will be kept up, ought to put in an appearance at the next Regatta. And that they mean to keep up practice is evident, as another scratch race is proposed for the 16th instant, open to any who have not won a race in four at a regatta in Hongkong; crews are to be made up on Friday.

What a delightful change this fresh cold weather is, after the summer-in-winter that we have had. It ought to do us all a lot of good as it is the real genuine article at last, and no pretence about it, though we have had to wait long enough for it to come.

The influence exercised on the minds of boys by the reading of pernicious matter is aptly shown by two little narratives which appear in the home papers, brought out by the last mail. One is the story of some boys who were brought before the police magistrate at Harlow, United States. They had formed themselves into a band, which, after establishing itself in a mountainous district, was to carry off and hold to ransom beautiful maidens and wealthy tourists. Before making for the hills, these youthful 'dime-novel brigands,' plundered the hotel in which they had passed the night, but their booty consisted of only 35 cents, which they took from the breakfast room.

It appeared from a ledger found in their possession that they had begun business with a capital of 200 dollars, 'made at New York.' But most of this sum had been the result of their reading of dime novels; and an entry made the second day after their arrival on the scene of their intended exploits showed that already 'things looked blue.' On the third day the juvenile robbers found it necessary to pawn their robbery pistol; and the only act of highway robbery they executed in committing the theft of some food left on the highway by several workmen. It was for this they were prosecuted. But the magistrate let them off with a reprimand; and the police, with good-natured contempt, raised a subscription for the purpose of paying their expenses back to New York.

The other tale is that of four boys, all fourteen or fifteen years of age, who started down the river Thames in a pull-away boat on a voyage to Australia! How characteristic of youthful heroes in penny dreadful publications! It seems that the fog on the river upset their nautical calculations; they lost their way off North Foreland, and were finally taken into custody by the water police. The contents of the boat are a study.

The witness examined the parcels, and among other articles he found a pistol, a quantity of bullets, some powder loose in a bag, a box of percussion caps, a quantity of biscuits in a bag, and some loose in the bottom of the boat, a box of stationery, a packet of candles and some matches, a pocket watch, a book with fittings, a bullet-mould, a saw, and a quantity of copies of the 'Boys' World,' and publications of a similar character; whilst on the boy Carter was found a revolver, and on King a letter addressed to his parents ready for posting, telling them that he and his companions were off on a voyage to Australia. The parents of the boys were in attendance at the police court and said they did not account for the track; the boys wanted for nothing at home. The magistrate advised the boys not to be so foolish as to start on another voyage under similar circumstances, and discharged them.

EPITHE.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

The first ordinary general meeting of the shareholders in the above Company was held in the offices of the General Managers of the Company, (Messrs Russell & Co.) this forenoon. There were present:—Messrs W. H. Forbes, (Chairman); H. L. Dalrymple, R. D. Sassoon, and Luk Sau Theen, (Directors); C. A. Forbes, F. Grimble, Shawan, and Ng Chow Fong.

The notice calling the meeting having been read, the Chairman said:—Gentlemen, I have little to add to the report, which, having been in your hands for some days, I propose to be taken as read. Some explanation may, however, be required of the items for loss on charters of the steamships

Lido and *Ping-on*, which, it will be noticed, have considerably modified the result of the year. These steamers were taken up by the general managers on the strength of advice from Manila, but, unfortunately, the satisfactions of the agents there of improved freight, etc., were a little disappointed, and the charters, although they doubtless served to keep off opposition, proved in the end very unprofitable. It is to be regretted that a reserve fund cannot be commenced, but it is satisfactory to know that the steamers are all in good repair, and first class order, and have certainly suffered little depreciation. I would point out that the preliminary legal expenses, &c., have been written off the first year. The new steamer *Zafro*, we are advised by letter, was to have been launched at Aberdeen about the middle of January, and the General Managers hope shortly to hear by wire that she has been delivered over by the builders.

With regard to the earnings of the Company's steamers, we must bear in mind that they only have freight on this coast being unusually low, but in the Philippines, owing to outbreaks of cholera, repeated typhoons and earthquakes, business had become utterly demoralized, and at one time was practically at a standstill. The effects have naturally been felt there long after the season, and it is only now, I may say, that earnings from there are beginning to compare with former years. Taking all this into consideration, and bearing in mind the time lost by the *Emeralda* and *Amatita*, together with the fact that, I think we have every reason to look forward with confidence to the future of the Company. Any questions that may be asked I shall be happy to answer.

On the motion of the Chairman, seconded by Mr. Sassoon, the accounts were passed as the Chairman had delivered with confidence. Mr. Forbes proposed that the gentlemen forming the Consulting Committee, Messrs W. H. Forbes, H. L. Dalrymple, F. D. Sassoon and Luk Sau Theen, be re-elected. Mr. Ng Chow Fong seconded, and the motion was carried. On the motion of Mr. Dalrymple, seconded by Mr. Sassoon, the appointment of Messrs Geo. R. Johnston and T. Arnold as Auditors by the Consulting Committee was confirmed.

The Chairman, then, this finished the business of the meeting. I hope at the next meeting we may be able to show a better result.

The following is the report:—The General Managers beg to lay before the shareholders the annual statement of accounts of the Company made up to 31st December, 1883. After paying all running expenses, premia of insurance, remuneration of Consulting Committee, and auditors' fees, there remains a balance at debit of profit and loss account of \$5,302.05, which it is recommended be carried forward to new account.

The steamer *Dernante* has been running continuously on the line during the whole 12 months, and her working consequently shows a much more satisfactory result than that of the other vessels.

The steamer *Emeralda*, which was laid up in dock undergoing repairs, provided for in the articles of association, from 27th March to 26th May, a period of 2 months, thus reducing her time to 10 months; or of the steamer *Amatita* (late *Yong-tsun*) which was only purchased by the Company on 26th April, and has therefore but 8 months' working to show.

The steamer *Zafro*, a new steamer now being built under the superintendence of Captain E. Talbot (late of the steamer *Emeralda*) is fast approaching completion, and should very shortly be delivered to the Company. She will be constructed of steel, classed 100 A1 in Lloyd's and adapted in every respect to the special requirements of the line. The capital originally set aside for the purchase of this steamer has been expended, and the Consulting Committee, bearing in mind the necessity of obtaining a temporary advance from the Company's bankers.

The General Managers, while regretting that they cannot submit a more favourable statement of the first year's business of the Company, are of opinion that no better result could have been obtained under the circumstances, which from their past experience, especially with the Philippines, being exceptionally dull, freight lower, and competition much keener than in former years.

The Consulting Committee, consisting, in addition to the Chairman, of Messrs H. L. Dalrymple, R. D. Sassoon, and Luk Sau Theen, being eligible, offer themselves for re-election in accordance with section XII. of the articles of association.

The accounts have been audited by Messrs Geo. R. Johnston and T. Arnold, who have been appointed by the Consulting Committee. This appointment has to be confirmed by the shareholders.

Russell & Co. General Managers.
Hongkong, 2nd February, 1884.

CORRESPONDENCE.

THE VICTORIA RECREATION CLUB.
To the Editor of the "CHINA MAIL."

Sir,—Permit me to say "ditto" to the V. R. C. to say "ditto" to the "China Mail" letter which you published last night.

Yours etc,

Police Intelligence.
(By Mr. A. G. H. May.)
Thursday, Feb. 7.

W. H. Rymill, 3rd officer on board the S. S. *Kororua*, was charged with being drunk and discharging a revolver in the public street on the night of the 6th inst. Defendant was seen by a long standing witness the Chief Tower Island night watchman, who saw him in company with others. They were making a noise, and the witness went up to speak to them, but just before he did so, he saw defendant fire a revolver, aiming at the Post Office.

Defendant said he was arguing about the revolver when he accidentally went off. He was fined 50 cents by the alternative of two days' hard labour. The revolver was returned to him.

Henry Wakefield, a seaman of the Royal Navy, paid a fine of 50 cents to the Court for being drunk and having conducted himself in a disorderly manner, and was sentenced to 14 days' imprisonment.

THE TORPEDO VESSEL CHILDERS.

The Childers, a large first-class torpedo vessel, built by Messrs Thornycroft and Co., of Chiswick, to the order of the Government of Victoria, has recently made a successful run from the Thames to Portsmouth, in weather that fully tried the sea-going qualities of the vessel. The *Childers*, it may be remembered, was launched from the Chiswick-yard on the 13th of last August. She is one of the largest type of swift torpedo boats, introduced by Messrs. Thornycroft and Co., and is intended to keep the sea, and make extended coasting voyages. Like all the Thornycroft torpedo boats she is constructed throughout of steel. Her engines are of the usual type and have cylinders 14 in. and 24 in. diameter, with 16 in. stroke. The boiler is of the locomotive type introduced by Mr. Thornycroft some years ago. The heating surface is 1,119 square feet and the grate area 20 square feet. The vessel is divided into compartments by eight bulkheads and two half bulkheads, and will remain afloat with any one compartment full. Six large ejectors are fitted for forcing the vessel from water; each of these will throw 40 tons per hour, while the condenser circulating pump, which has a steam boiler, is placed in the boiler room. The vessel is steered by steam power; a new description of gear having lately been designed by Mr. J. Donaldson, M.I.O.E., especially for torpedo-boat work. The leading characteristics of this steering gear are its lightness and compactness. In the forward part of the boat is a Broderick air-compressing pump, worked by a two-cylinder engine. This is used for charging the torpedoes and also to supply compressed air for ejecting the torpedo from the gun. A Brotherhood engine drives an M. G. machine, which, in connection with a Mangin projector, supplies the powerful electric search light used on these vessels. By means of this apparatus, objects are visible at night at a distance of from 12 to 14 miles. The armament consists of two 18 in. guns, 37-m. Hotchkiss guns, mounted in the waterways amidships. Four 15-inch Whitehead torpedoes are carried; each of these has a charge of 80 lb. of gun cotton. They are capable of propelling themselves a distance of 1,000 yards, at a speed of 18 to 19 knots per hour.

The after part of the vessel is fitted for the accommodation of four officers, and a crew of 18 hands can be berthed forward. All the arrangements are made for affording comfortable quarters to the vessel's company on a voyage of considerable length; indeed, in many respects, both officers and crew would be better off when cruising in the *Childers* than if they were berthed on a larger vessel. The official trials were made on the Thames last month, and the vessel was commanded by Captain Thomas, R.N.

On a six-knot run the vessel was at the rate of a little over 10 knots per hour. On a three-hour run the vessel steamed nearly 184 knots per hour. Mr. Allington, of the Admiralty, and Mr. Gomer of Portsmouth Dockyard, represented the naval authorities on these trials. The weight of spare gear and stores carried was 144 tons. On the trial the vessel ran for five hours at a speed of 11 knots per hour, the fuel burnt being 1,020 lb. of Nixon's navigation coal. The pumps will lift 10 tons, and the vessel is, therefore, capable of steaming 1,270 knots on her bunkers coal. By taking in additional quantities of fuel in bags, the coal endurance would be proportionately increased.

The *Childers* has three masts and spreads an area of 10,000 square feet of canvas. She is intended to make a voyage to Australia on her own bottom. On Friday, the 14th inst., she sailed from the Thames for Portsmouth. Captain Thomas, R.N., who was in command, reports that he passed a fleet of vessels weatherbound in the Downs among them some large steamers; and off Eastbourne, at 10 a.m., the vessel was overtaken by a large steamer, which was a steamer at anchor waiting for the wind to moderate before proceeding down Channel. Between Beachy Head and the Owers, the boat had to be slowed down to five or six knots, on account of the heavy seas. The wind was west-north-west, the force being from 6 to 7. Although the sea was rough, the vessel was continually submerged by the large waves that broke over it, the superstructure forward, which terminates in a substantial conning tower, so divided the sea that the after-part of the deck was practically free from water. The engineer reports that the engine was not affected, and that no water found its way down through them.

A SCANDALOUS REVELATION.
The annexed tabular statement exhibits the result of the analysis of 300 samples of milk bought in London in the month of October last. We have before us a map of the metropolis, showing the precise spot where each sample was obtained, and we can state that the spots are distributed most impartially over the whole area, from Hammer-smith to Greenwich and from Hampstead to Peckham-rye. This map, with an account of the names of the vendors of the various specimens of milk analyzed, is in our possession, and is open to the inspection of any person duly authorized by the Government. The upshot of our diagram is that the 300 samples taken came out as follows:—

Quality of Milk.	Number of Specimens analyzed.	Percentage.
Genuine	93	31
Skimmed	21	7
Watered	129	43
Skimmed and Watered	67	19
Total	300	100

It seems, therefore, that of the total number of specimens analysed no fewer than 69 per cent. had been falsified, and that through the substitution of cream or the introduction of water (and with the water which usually says that of infection and disease) it was not what it was supposed to be.

Who, then, are the offenders? It is not easy to say. There are at least four stages in the progress of a pint of milk from the time it leaves the cow to the time when it appears on the table, at which it may be tampered with:—

1. The dairy farmer may add a little water in order to 'rinse the cans.'
2. The dairymaid may see her advantage in skimming off a little cream before the milk is forwarded. It should be remembered, in connection with this, that dairymaid often gets a percentage depending for its amount on the quantity of butter the produces from the churned milk; hence it is not interest to take cream from the milk that goes to London and add it to the milk that stays in the country to be churned into butter.
3. The railway porters often claim a small 'commission' for themselves, which is sometimes exacted at each end of the journey. It is the fact that the cans in which milk travels are rarely locked. They ought to be always both locked and sealed.
4. Then comes the man who delivers the

milk. Of course they want black-mail—how much to use is known to the milkman. What Mr. Wigner did was to start off on his errand of inquiry accompanied by a trustworthy man with a bottle in his pocket, a jug in his hand, and a boy following not far behind with a box containing twenty additional bottles. Half a pint of milk was bought from the first shop passed, and in two or three minutes, under the nearest archway, transferred to the bottle; this is put into the box, and man and boy make an entry in their books of the seller's name, and get a fresh bottle out and go on again. Presently a cart comes along, and is hailed. 'I shan't serve you,' is all sold, &c. 'But, says the man, I am not an inspector.' 'Oh, I thought you were.' So the half-pint is bought, and in this case, it is almost needless to say, it has been watered before being sold. Consequently our man has a domestic tale the milkman from a milkman. If he came out to the house in time to prevent its passing from his sight a courteous hint of the errand he is bent on will very likely get him the quantity needed for an analysis.

The investigation occupied many days, and was extended, as we have said, all over London. The result of it, as shown in our diagram, is to reveal a state of things disgraceful to the milk trade and dangerous to the public health, but especially dangerous to the infant population, among whom the rate of mortality must be greatly raised by the bad water which they are compelled to drink disguised as milk through the fraud of the dealers and the carelessness of the authorities. The evil is a large one, and its remedy ought not to be postponed. Like so many other things, till the new government of London is constituted. Meanwhile, as there are about 3,000 milk-vendors in the metropolis, of whom the great majority apparently sell a falsified article, private individuals would do well to get their milk only from such private dealers or companies as offer real guarantees of the commodity which they sell, remembering always that very cheap milk must be watered, and may be injurious to health and life.—*Pall Mall Gazette*.

THE BAD BOY.

'Well, how did you pull through Thanksgiving Day?' I asked the grocery-man of the bad boy, as he came in the morning looking happy as though there was good skating the year round. 'Have any fun?' 'Fun is no name for it,' said the boy, as he took a knife and scratched some because of the bottom of his boots. 'I thought I had seen fun before, but Thanksgiving Day made me tired of laughing. You see, we all went to decomposing houses to dinner. The deacon had our folks and about a dozen other families to dinner on Thanksgiving, and we had a boss dinner. The deacon and the minister were about happy, except when the deacon talked about the poor people all around that had no turkey stuffed with oysters, and then they were sad. But after they got to passing plates of more turkey, and things, there was fun all around the board. But the most fun was when the deacon asked the minister to come to the table. It began to get dark the deacon told me to take the boys and go to have a dance in the big room upstairs. They had taken up the carpet, and he said the floor was not just right, and he wished I would get a case of beer and wash the floor the way they have it washed in the school. I went to school, and to me and my chum went upstairs and waxed the floor. I guess maybe we put on too much wax, for the first half-hour it stuck to people's shoes, but after that it began to get smooth, and by the time they got warmed up the floor was just like glass. The crowd was great, and except the 'water and two old bottles' couldn't do it. They were talking politics and things, but after while the minister said he didn't mind going up to the dancing-room to look on, so he took the two women on his arms and went up. He came in the door just as we had begun to dance, and he started to walk across the floor to set the wimmen down beside the fiddler, when his left foot slipped sideways and knocked the feet out from under one of the wimmen, and she started to fall, and the minister pulled the other way, and both fell on the floor just as we had begun to dance, and he started to walk across the floor to set the wimmen down beside the fiddler, when his left foot slipped sideways and knocked the feet out from under one of the wimmen, and she started to fall, and the minister pulled the other way, and both fell on the floor just as we had begun to dance, and he started to walk across the floor to set the wimmen down beside the fiddler, when his left foot slipped sideways and knocked the feet out from under one of the wimmen, and she started to fall, and the minister pulled the other way, and both fell on the floor just as we had begun to dance, and he started to walk across the floor to set the wimmen 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THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,
TWENTH YEAR.

THIS Review, which was intended to meet the wants of many students of China, caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Twelfth Volume. The Review discusses those topics which are important in the minds of students of the "Far East" and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China, etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward notices to "Editor, China Review, care of China Mail Office."

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondence column also affords further and greater facilities for the interchange of views and discussion of various topics. Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is continually maintained. Amongst the regular contributors are Drs. Chalmers, Edin, Bretschneider, Hirth, and Hance, Professor Legge, and Messrs. Ballou, Watterson, Stent, Phillips, MacLurey, Groot, Jamieson, Fisher, Kopsch, Parker, Playfair, Miles, and others—all well-known names indicative of sound scholarship and thorough mastery of their subject.

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Frederick's Oriental Record contains the following notice of the China Review:—"The present publication, judging by the number now before us, is intended to occupy a position as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publication as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors."

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable but also distinguished by its literary grace. Besides notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are intended to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE, with special reference to Partnership, Registration and Bankruptcy Laws in HONGKONG.

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Natal, the Cape, St. Helena, Ascension, Bolivia, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

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There is no charge on redirected correspondence within the Postal Union.

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2. Invitations, &c. are generally delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, &c., &c. of the same weight, to addresses in Hongkong, Shanghai, or the Ports of China, may deliver them to the Post Office unsealed, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

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1. Small Parcels may be sent by Post at Book Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Peking, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions: 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5 lbs., nor be smaller than 3 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement: "Parcel, contents no return, but may be opened by direction of the Postmaster General. In the case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

2. The following cannot be transmitted:—
Parcels insufficiently packed or protected; or liable to be crushed (as handboxes, &c.) or China, Glass, Liquids, Explosive materials, Matches, Indigo, Dyes, Iodo, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, and by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of \$10.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed:—

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—
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The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Post administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for more damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

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Chairs and Ordinary Pullaway Boats.

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Single Trip.

Four Coolies, \$0.60. Three Coolies, 0.50. Two Coolies, 0.40.

Return (direct or by Pok-fu Lam).

Four Coolies, \$1.00. Three Coolies, 0.80. Two Coolies, 0.70.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

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Jinricksha.

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Port trip to Shaikwan or Pokfulam, from the limits of Town, 20 cts.

Return, 30 cts.

Pur trip to Aberdeen, from the limits of the Town, 20 cts.

Return, 30 cts.

If an Extra Coolie is employed, there will be an addition of half the above scale to pay. Nothing in this scale prevents private agreements.

Licensed Barriers (each).

Hour, 10 cents. Half day, 50 cents. Day, 60 cents.

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1st Class Cargo Boat of 8 or 900 piculs, per Day, \$3.00.

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2nd Class Cargo Boat of 600 piculs, per Load, 1.75.

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day, 1.50.

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load, 1.00.

3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Half Day, 50 cts.

Sampan.

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After 6 P.M., 10 cents extra.

Nothing in this Scale prevents private agreements.

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One Day, 33 cents. Half Day, 20 cts. Three Hours, 12 cts. One Hour, 5 cts. Half Hour, 3 cts.

Nothing in the above Scale to affect private agreements.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between each shore are marked B., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the P. and O. Co.'s Factory.
3. From P. and O. Co.'s Factory to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Character of cargo.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Activ	2 h	Revalbock	Dan.	str.	268	Feb. 5	Arnhold, Karberg & Co.	
Amatista	3 h	Hamlin	Brit.	522	Feb.	4	Russell & Co.	Kudat, &c.
Anton	3 h	Schröder	Ger.	365	Jan.	20	Wilder & Co.	K'loon Dock
Atlanta	3 h	Pfaff	Ger.	783	Feb.	4	Siemssen & Co.	
Bangalore	2 h	Hasall	Brit.	1369	Feb.	12	P. & O. S. N. Co.	
Bellona	3 h	Schaefer	Ger.	780	Feb.	6	Siemssen & Co.	
Bengal	3 c	Roy	Brit.	1353	Jan.	27	Adamson, Bell & Co.	Donbay, &c.
Castellano	3 h	Vengochia	Spain.	212	Jan.	22	Renedios & Co.	9th inst.
China	2 h	Pecken	Ger.	648	Jan.	26	Yuen Fat Hong	To-morrow
Chi Yuen	4 h	Wallace	Brit.	1190	Feb.	7	G. M. S. N. Co.	K'loon Dock
Chlorotol	3 h	Clark	Brit.	1793	Jan.	23	Siemssen & Co.	
Diamante	5 h	Stuck	Brit.	514	Jan.	29	Russell & Co.	
Emu	3 h	Remontaria	Spain.	314	Jan.	30	Renedios & Co.	Singapore & Penang
Euxine	4 c	Peters	Brit.	978	Jan.	18	Russell & Co.	Japan
Faina	2 h	Stopani	Brit.	117	Jan.	11	H. K. & W'pos Dock Co.	Amy and Manila
Goosang	3 h	Hogg	Brit.	990	Jan.	26	Jardine, Matheson & Co.	9th inst.
Glendal	3 h	Burch	Brit.	1418	Feb.	2	Jardine, Matheson & Co.	Port Darwin, &c.
Gluckeburg	1 h	Bertelsen	Ger.	917	Jan.	29	Order	Pug Flying
Hainan	8 h	Woone	Brit.	281	Nov.	28	Along & Co.	Shanghai
Heron	3 h	Oberg	Brit.	51	Jan.	11	Captain	To-day
Japan	5 h	Gardner	Brit.	1865	Feb.	5	David Sassoon, Sons & Co.	10th inst.
Kaiser	5 h	Webber	Brit.	1815	Feb.	3	P. & O. S. N. Co.	K'loon Dock
Kwangtung	5 h	Young	Brit.	680	Feb.	5	Douglas Steamship Co.	N'anki & Yokohama
Lennox	5 h	Scott	Brit.	1327	Feb.	2	Jardine, Matheson & Co.	To-morrow
Mongkut	2 c	Loef	Brit.	859	Feb.	3	Yuen Fat Hong	Straits and Calcutta
Monay	2 h	Duncan	Brit.	1427	Jan.	26	Adamson, Bell & Co.	14th inst.
Nan-vian	3 h	Loredo	Feh.	456	Jan.	9	A. R. Marly	Coast Ports
Nanhai	3 h	Blackburne	Brit.	806	Jan.	26	Captain	Straits and Calcutta
Ocean	2 h	Brove	Brit.	1039	Jan.	31	Ping Kee & Co.	14th inst.
Pra Chon Kiao	2 h	Stratton	Brit.	1011	Jan.	31	Yuen Fat Hong	Swatow & Bangkok
Pilot Fish	7 h	Vair	Spain.	37	Nov.	27	Renedios & Co.	10th inst.
Ping-on	5 h	McCaslin	Brit.	574	Jan.	11	Russell & Co.	Ab'deen Doc
Pouang	3 h	Irvine	Brit.	983	Feb.	5	Jardine, Matheson & Co.	K'loon Dock
Ramus	3 h	Aguirre	Spain.	695	Feb.	28	Dunn, Melby & Co.	To-morrow
Sas Gull	3 h	Geylon	Brit.	1092	Jan.	16	China Traders' Insurance Co.	Ab'deen Doc
Selenia	3 h	Fowler	Brit.	1002	Nov.	16	Russell & Co.	
Taiyang	3 h	Bamford	Brit.	1505	Feb.	5	Jardine, Matheson & Co.	New York
Triumph	3 c	Schuldt	Ger.	673	Jan.	27	Wilder & Co.	Ab'deen Doc
Tromp	8 h	Roe	Dutch	137	Oct.	11	Edward Schellhas & Co.	
Vortiger	8 h	Brown	Brit.	876	Jan.	19	Arnhold, Karberg & Co.	
Yongling	4 h	Andrews	Chi.	761	Feb.	7	G. M. S. N. Co.	Shanghai
Sailing Vessels.								
Antioch	3 c	Wynan	Amer. b'ge.	958	Nov.	20	Order	
Antoinette	3 c	Bunje	Brit. b'ge.	884	Jan.	7	Morris & Ray	
Anton Guther	4 c	Steinbrügge	Ger. b'ge.	460	Jan.	30	Melchers & Co.	Singapore
Asteria	3 c	Cox	Brit. b'ge.	211	Sep.	28	Order	
Chamley	3 c	Cheatham	Brit. b'ge.	360	Jan.	22	Order	
Colona	3 c	Nayes	Amer. b'ge.	323	Dec.	20	Melchers & Co.	Portland (Oregon)
Dakota	2 h	Gilkey	Amer. sh.	1207	Jan.	20	Order	
Francisco	2 c	Gontard	Ger. b'ge.	368	Jan.	7	Wieler & Co.	
Friedrich	3 c	Uderup	Ger. b'ge.	672	Dec.	31	Siemssen & Co.	London
Haydn Brown	3 c	Ravener	Amer. b'ge.	821	Oct.	10	Russell & Co.	
Heaving	3 c	Norway	Brit. b'ge.	375	Feb.	6	Chunsee	
Hercules	3 c	Lincoln	Amer. sh.	605	Feb.	5	Captain	New York
Jupiter	3 c	Johnson	Russ. b'ge.	580	Dec.	25	Arnhold, Karberg & Co.	Havre and London
M. A. Dixon	2 c	Cooke	Brit. b'ge.	416	Jan.	21	Edward Schellhas & Co.	
Marie Louise	2 h	Behring	Ger. b'ge.	1266	Jan.	21	Melchers & Co.	
May	3 c	Forbes	Brit. b'ge.	237	Feb.	6	Adamson, Bell & Co.	
Montard	3 c	Scherrl	Ger. b'ge.	704	Jan.	9	Siemssen & Co.	
Mount Lebanon	3 c	Nelson	Brit. b'ge.	580	Oct.	12	Rossario & Co.	Matapi
N. Gibson	7 c	Bailey	Amer. b'ge.	74	Nov.	3	Horne Co., Limited	Cleared
Nellie May	7 c	Austin	Amer. b'ge.	664	Nov.	30	Arnhold, Karberg & Co.	Co'tan Doc
Paul Revere	8 h	Muller	Amer. sh.	1787	Jan.	20	Captain	
Ponobscot	3 c	Ester	Amer. b'ge.	1067	Jan.	21	Russell & Co.	
Queen of India	3 c	Mayer	Brit. b'ge.	390	Jan.	22	Butterfield & Swire	
Quiksten	3 c	Jackson	Amer. b'ke.	462	Feb.	1	Russell & Co.	Portland (Oregon)
Lorretto Fish	4 c	Hyler	Amer. sh.	1844	Feb.	2	Russell & Co.	San Francisco
Ramier	3 c	Sovary	Feh. b'g.	280	Feb.	4	Carlowitz & Co.	
Sarah	3 c	Deane	Amer. b'ge.	628	Dec.	21	Arnhold, Karberg & Co.	
Sin Kola	8 h	Bang	Brit. b'ge.	541	Jan.	27	Captain	
Spartan	3 h	Vincent	Amer. sch.	65	May	15	W. H. Ray	
S. E. Nelson	3 c	Durand	Feh. b'ge.	385	Dec.	16	Carlowitz & Co.	Hanburg
Star of China	7 c	Smith	Brit. b'ge.	794	Feb.	7	Order	
Tartar	5 h	Moldt	Ger. b'g.	266	Jan.	26	7 Melchers & Co.	
Three Brothers	2 h	Kahleke	Brit. b'ge.	366	Jan.	18	Eo Tye Hong	
Titan	3 c	Norris	Amer. sh.	1175	Dec.	24	Order	
Twilight	3 h	Chamard	Amer. sh.	1263	Jan.	3	Adamson, Bell & Co.	
Walls Castle	8 c	Kennett	Brit. b'ge.	626	Jan.	25	Leane, Oatford & Co.	
Wildwood	3 c	Sawyer	Amer. b'ge.	1090	Sept.	23	M. B. M. S. Co.	
Wilhelm Homery	3 c	Holtz	Ger. b'ge.	512	Jan.	20	G. R. Lammert	Tokao
Willy	3 c	Hanno	Ger. b'ge.	860	Jan.	6	Carlowitz & Co.	Philippines